(c) and (d) Existing passenger traffic and anticipated growth in the near future does not warrant providing aero-bridge at Guwahati Airport. Regarding air-conditioning, as per earlier plan only the security area of the Guwahati airport was to be airconditioned. Subsequently, however, it has been decided to aircondition other areas *viz.* departure and arrival lounges, main concourse etc. also.

Poor Condition of Runways at Delhi and Mumbai Airports

641. SHRIMATI KAMLA SINHA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that runways at Delhi and Mumbai airports have been deteriorated and that both Indian and Foreign pilots have shown concern in landing the aircrafts;

(b) if so, whether Government have made any inquiry into the laxity in maintaining the standards of runways at the airports endangering the safe landing of the aircrafts;

(c) if so, the details thereof; and

(d) the action taken by Government in the matter?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) to (d) No, Sir. However, some pilots had expressed concern before monsoon on the friction co-efficient value of the main runway at Mumbai. The friction co-efficient was checked and found to be within the permissible limits. Re-surfacing of the runways at Delhi is being undertaken as part of CAT III project.

Implementation of Civil Aviation Policy

†642. SHRI RAMJI LAL: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government have completely implemented the Indian Civil Aviation Policy which was finalised last year;

(b) if so, the details thereof and the salient features of this policy;

† Original notice of the question was received in Hindi